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—Page 10

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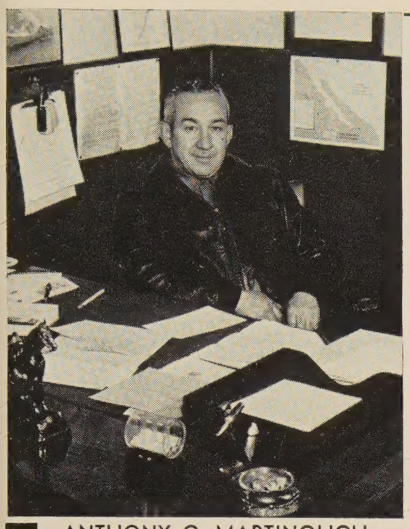

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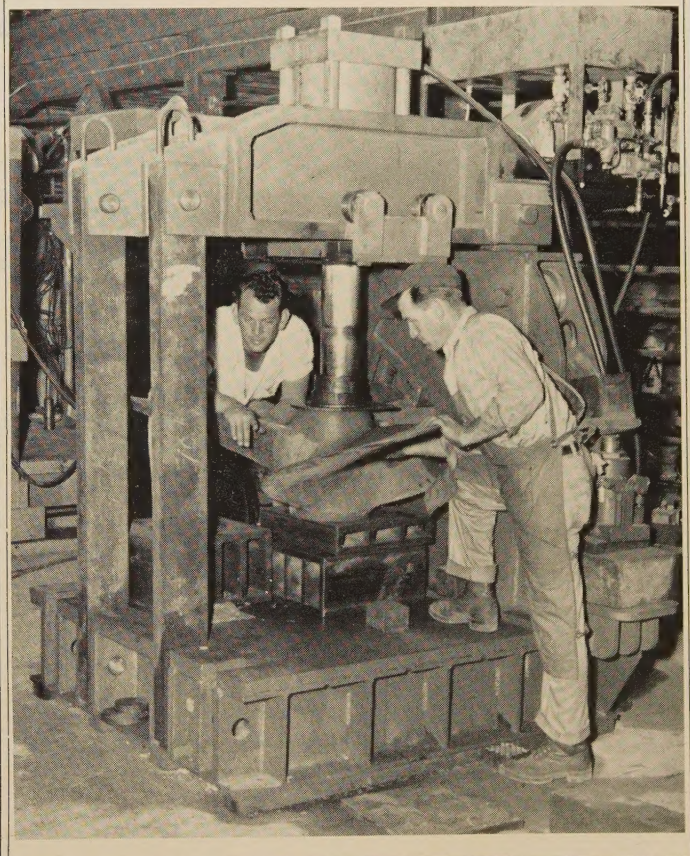

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Volume 5 Number 3

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ABOUT THIS ISSUE:

SOME time ago we received a letter from the University of California, Scripps Institution of Oceanography, La Jolla, California, written by Mr. J. L. McHugh, Assistant Marine Biologist. In the letter, we were taken to task for several discrepancies, in the form of remarks allegedly made by Dr. Carl Hubbs, a Scripps biologist. Our information, which we duly incorporated in the story, was picked up by a very capable *Marine Press Association* reporter, however, with the idea that no one is infallible, we have since been on the trail of Dr. Hubbs, in hope of straightening out the situation. The excellent Doctor, of course, is a very busy man, and, so far, we haven't been able to catch him. We are, therefore, printing the following letter from Mr. McHugh, which we are willing to acknowledge as correct, and our article as wrong:

"The Editor
Pan-American Fisherman
205 Broadway Pier Building
San Diego, California

"Dear Sir:

"In the absence of Dr. Hubbs I feel compelled to reply to a news item which appeared on page 14 of your March 1950 issue. This report, titled *Anticipation* contains several misstatements which I wish to correct.

"I am sure that Dr. Hubbs would make no such statement as appeared in your first paragraph: 'Sardines . . . may reappear in abundance this year.' Since sardines on the average do not appear in the commercial fishery until their second or third year, eggs developing in 1950 would not produce recruits for the 1950-51 fishery.

"During the cruise mentioned, in February 1950, we occupied a series of twelve stations within twenty miles of shore off the coast of central Lower California. Sardines had recently spawned over the entire area covered, but the spawning as a whole could not be considered heavy. It is true that at one station we made a haul which contained a very large number of eggs (our original estimate of 100,000 has now been found by actual count to be 25,000) but only very few eggs were taken at the two adjacent stations four miles away. Therefore, although the concentration of eggs was high at this particular spot, it covered an extremely limited area.

"It has been known for many years that the California sardine spawns off Lower California. Early work by scientists of the California Division of Fish and Game showed that this was so. However, one question to which we are seeking an answer concerns the extent to which these spawnings contribute to the California fishery.

"Your final quotation, credited to Dr. Hubbs, predicting a fairly good crop of sardines in Southern California this year, has no basis in fact, and I am sure that Dr. Hubbs would make no such statement.

"We would greatly appreciate your cooperation in correcting these errors.

"Yours truly,
"J. L. McHugh,
"Assistant Marine Biologist."

●

You'll find a story in this issue entitled *Shipbuilding's Big Boom!* that should interest you, whether you're a boat-owner or just merely civic-minded. It's the first of a series on the big local yards, and what the current war-sparked activity is doing for such firms as Campbell's, Martinolich's, et cetera. This particular article once more brings to the pages of *Pan-American Fisherman* the reportorial talent of contributing editor, Seymour E. Francis, who, as a matter-of-fact, has not handed us anything in the way of a story for some time. It's good to see him back, and, on the piece just mentioned, he's done a bang-up job. It's about Tony Martinolich and his latest innovation, the Martinolich Propellor Pitch Bender.

—*John Springer.*

SPORTSMANSHIP: *San Diego Rowing Club*

For all-around sportsmanship among big-name civic leaders, whether it is in San Diego, California, or in Bombay, India, our hats are off to the membership, including officers, of the San Diego Rowing Club. As a matter-of-fact, this group, although somewhat retiring so far as ballyhoo purposes are concerned, has brought to its city a measure of national attention, by virtue of the sportsmanship just mentioned. Anything that has to do with interest in water sports, and, in addition, with interest in San Diego Bay activity, is immediately jumped upon and rode out to the fullest measure of good.

Writing a history of the organization would entail setting down volumes of interesting experiences possessed by thousands of members who, at one time or another, have been members of this body. This, quite naturally, is an impossibility for this page. However, we are indebted to early officers of the Club for some very complete reports; particularly those compiled by E. J. Louis, Frank L. Sargent, W. J. Parker and Edgar O. Hodge.

As early as 1883, Louis says, there was interest in boating and swimming in San Diego Bay. This interest culminated, in 1888, in the formation of the Excelsior Rowing and Swimming Club. First quarters were at the foot of "E" Street, now Highway and "E" Streets. The Club grew by leaps and bounds. On July 11, 1891, as a matter-of-fact, an agreement was signed by President Walter Carnes, Captain J. G. Decatur and Secretary W. J. Parker for the Club, with L. A. Chandler. Chandler, by virtue of the contract, was to alter his boat house on the Fifth Avenue Pier to provide accommodations for the Club at a rental charge of $15.00 a month. In the annual meeting reports of 1892, such items as this appeared: Name changed to San Diego Rowing Club. Membership count 112. Total available assets $245.62. Two new shells of "the latest approved design" ordered from Al Rogers of San Francisco. The Club was incorporated in July 1895, and the original signers were Life Members Edgar O. Hodge, W. W. Whitson, E. J. Louis and Albert E. Johnstone. All are still affiliated with the Club.

In 1900 the move was made from the Chandler Boat House to the present site and first unit of the present Clubhouse was built. Bonds were issued to cover the cost of building, (and they were paid) one of which is on display in the Club Focsle today. From here on in rowing history was made. Neil Brown, longtime secretary (1901 to 1917) recalls it all from the days when they used to paddle the Club's first four-oared racing barge, the *Governor Perkins*, out to watch Louis Almgren and the Palmer boys in their whale boat races with the visiting navy crews. The Rogers shells finally arrived and with the opportunities they provided such great crew and sculling names as Harry Vaughn, Gerald Baldwin, Dick Jessop, Lonnor Hackelman, Harvey Slocum, Faulke Lundblade, Hache, Walter Stahel, Lew Allen, Max Winter, Leighton McMurtie, Eddie Jackson, Lou Voeltzel. Then came the invasion of the San Francisco Bay region in statewide competition. It wasn't until 1913 that Bill Sutor, Les Milz, Eddie Schwartz, Ted Chambers and Joe Hallawell started winning races there with the Senior Four Oared Championship in the bag for San Diego.

And there has followed in this field of California championship rowing, Coast championship competition in all divisions, such champions as Fred S. Conner, Denny Springer, G. W. Zinke, Auten Pease, Howard Reupke, Dewey Freeberg, Harry Clark, Harold Pitts, Arnholt Smith, John Zimbelman, Ted Johnson, Chas. Springer, De Graff-Austin, Glen Remington, Lawrence Fenstermaker, Don Keller, Art Hanson, Ed Sherman, Chuck Lentz, Eddie Graf, Jimmy Laidlaw, Andy Borthwick, Walter Kaul, Howard Fuller, Wharton Coggesshall, Herb Henschel, Ralph Shattuck, Doug Clarke, Bob Hampton, Roy Tharaldson, S. A. Foushee, John Neyenesch, Vernon Sprott, Elmer Hall, Harley Knox, Don Malcolm, Bob Fontaine, Bob Eisele, Herb Thompson, Merald Hunter, Bish Edmonds, Nelson Roberts, Bernard Dougherty, Cecil Erickson, Jay Mellusi, Bill Watts, Junior Sarl, Gordon Dawson, Dick McCracken, Dick King, Harlan Torkelson, Kearney K. Johnston, Bob Waterhouse, Tom Glasson, Harvey Howard, Major Thom.

The membership also takes its handball seriously. This game was started locally in 1902 at S.D.R.C. It was a "one wall" game. Then they made it "four walls" at the site of the present cracker box courts. The small court game still flourishes. Two regulation size courts, still credited with being the liveliest in the country, were built (all wood) in 1937. Famous handballers in Clubdom have been: E. B. "Jay" Gould, Neil Brown, Chas. Pritchard, Earl Kyle, Merald Hunter, George and Dick Jessop, Ray Riggs, George Hayden, Caesar Pastore, Charlie Weldon, Junior Todd, Bish Edmonds, Andy Borthwick, William "Abe" Cohen, Nelson Roberts, Alex Trompas.

Swimming, too, has flourished since that day in 1903 when J. Wilbur Kyle (they called him "Willie" then) pressed the world's champion Brewer all the way and they both broke Brewer's existing world's record for the quarter mile. Swimmers of note have been produced at S.D.R.C., among whom are Earl Kyle, Jimmie Creelman, George Bean, Dick and George Jessop, Harry Clark, Eddie Simpson, Junior Dula, Chas. Shields, Jimmy McIntosh, 1920 Olympic Champ Diver Clarence Pinkston, Gene Field, Eddie Herzog, Charlie Fletcher, Edgerton Scott, Ray and Bill Spicer, Reggie Richardson and Ronald Schofield.

Sunbathing, horse-shoe pitching, ping pong, shuffle board, deep sea fishing and a regular bowling league since 1921 have gone along to attract those of the membership less athletically inclined. There's been something doing at S.D. R.C. in these last six decades.

And the reason we've quoted so freely the names of the rowing club champion athletes is because they were all amateurs, in it for the love of the sport, having fun and building manhood, playing games and learning lessons from the competition; all were coached by amateurs too, fellows who served without compensation. And here are some of the coaches and coxswains who will long be remembered: Milt Epstein, Mort Fowler, Lou Almgren, Bill Fisher, Andy Borthwick, Frank Bethune, Bertram Bowler, Joe Hallawell, Charles Arnold, Ted Steinman, Del Beekley, George Eisele, Eddie Searl, Charles Shields and Eugene Tibbetts. A clean, healthy organization; typically American, in the closest sense of the word.

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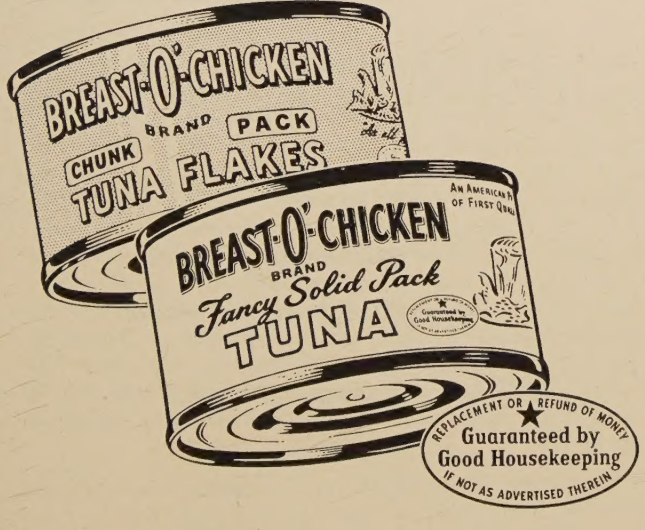

TUNA packers are constantly seeking more and better ways of selling tuna. For instance, this year WESTGATE-SUN HARBOR COMPANY has joined in two great national sales promotions. One with a leader in the canned milk industry . . . the other with nearly a hundred manufacturers of macaroni products, through the National Macaroni Institute.

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The GLOBE

An International News
File compiled by
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Marine Press Association

Caracas, Venezuela.—Robert O. Smith, Service representative on a study of markets in South America for U. S. fishery products, reports as follows on his observations of the fish marketing situation in Venezuela: Venezuela (population estimated at 4,397,918 in 1947) holds a unique position among South American countries in having no funded debt, no property taxes, unrestricted importation of products from hard currency areas, plus the fact that the National Treasury receives an income from petroleum production amounting to between one and two million dollars per day. However, since petroleum became the No. 1 industry, the food economy has become unbalanced by movement of labor from farm to industry, so that at present there is scarcely a food category in which the country is self-sufficient. The more important shortages are in basic commodities such as meats, flour, beans, rice and edible oils. The combination of relatively high dollar income, low taxes, and dependence on imported food products, makes Venezuela one of the more important South American outlets for processed fishery products. At the moment (June 1950) almost every existing kind of processed fishery product is available in Venezuela. Frozen foods are very sparingly distributed, being found chiefly in the petroleum areas, and in sections of cities, such as Caracas, where there is a considerable foreign population. With respect to frozen fishery products for general consumption, there is definite prejudice against them, and outside of the foreign colonies, they are sold only during periods of scarcity of fresh fish. The 1949 exports of fishery products from the United States to Venezuela totaled 2,166,300 pounds valued at $1,031,200. In quantitative order, the first four products were: 1. Canned Sardines; 2. Canned Salmon; 3. Canned Tuna; and 4. Canned Shrimp.

Peculiarly enough, the No. 1 item, sardines, also occupies first place in the fishery products exported by Venezuela. Sardine canning is an important industry in the Cumana-Colfo de Cariaco area. There are nine canneries located along the Gulf of Cariaco from Cumana eastward. Although the principal product is sardine in vegetable oil, a few cases of frigate mackerel (cabella), Spanish mackerel (carite), and roe (mostly jurel or crevalle) are also packed. The Venezuelan fish canning industry has requested the Government to provide protection from imports through an import duty of roughly 30 cents per pound (U. S. currency equivalent); and by a subsidy in the form of a "fish dollar." The problem of sanitary regulations for inspection and control of imported processed foods is a thorny one for all South American countries and especially for Venezuela, because of the quantities and diversified products brought in. At the moment consideration is being given to requiring a certificate from the country of origin stating that the product complies with standards of quality for food products consumed within that country.

Mexico City.—Milton J. Lindner, Service representative on a study of markets in South America for U. S. fishery products, reports as follows on his observations of the fish marketing situation in Brazil. Basically, the Brazilian fishery picture is similar to that of Argentina, Uruguay and Paraguay. Imports and foreign exchange are under rigid government control. Available dollars are used for imports other than canned fishery products. Practically no canned fish have been imported into Brazil in more than a year. There is no indication of an immediate change in these conditions. Brazilian imports and foreign exchange are controlled by two offices in the Bank of Brazil. Imports from hard currency areas are permitted only for products appearing on a list published by the Bank. No fishery products are included on the list. There is a growing barter trade in which certain items are imported in exchange for exports of slow-moving Brazilian products. Barter deals with hard currency areas are generally limited to products appearing on the list. Dry, salted codfish has been the major Brazilian fishery import—about 44 million pounds a year or about 95 percent of total imports. Prior to the war, Newfoundland was the principal supplier but since 1948, Norway, through a coffee exchange arrangement, has taken over this business. In pre-war years, imports of fishery products other than dried cod, averaged about 2.6 million pounds annually. About 62 percent of this came from Portugal. The United States supplied only about 1 percent of pre-war sardine imports, these chiefly California sardines in tomato sauce. Canned salmon was the only other significant U. S. export to Brazil. A few cans of red salmon were observed in some retail stores, but at prohibitive prices—more than $3.50 per one-pound tall can (U. S. currency equivalent).

In 1949, because of import restrictions, less than 300 pounds of sardines entered Brazil. The Brazilian market is now being supplied by local production. Much of the pack, however, contains scales and is decidedly objectionable to the consumer. In Rio de Janeiro, fish prices were high compared with meat and other staple articles of diet. The better grades of fresh round fish sell for the same price as filet mignon—about 50 cents per pound (U. S. currency equivalent). Cheaper types of fish retail for more than cheaper cuts of meat. Norwegian cod, boned, with skin on, was retailing for 53 cents per pound. Brazil is not an exporter of processed fishery products. In 1949, exports totaled only about 700 pounds. Other than a sanitary inspection, there are no special requirements which imported fishery products must fulfill.

Santiago, Chile.—Robert O. Smith, Service representative on a study of markets for U. S. fishery products, in South America, reports as follows on his observations of the fish marketing situation in Chile: Chile, with 2600 miles of coastline, extending roughly over a distance equivalent to that from Nicaragua north to Vancouver, B. C., averages only about 225 miles in width. It therefore is not surprising that Chile should produce and consume a wide variety of fishery products. The most recent figures show that 1949 fish and shellfish production totaled about 168 million pounds. Fish is increasing in importance as a competitor of meat in Chile.

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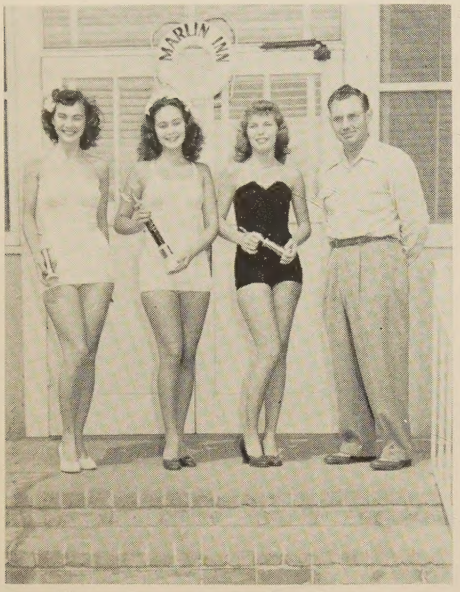
SEPTEMBER
1950

Cheesecake and Deep-Sea Warfare



Contestants and Admirer

Left to right, Miss Hilda Bender, 2nd place winner; Miss Marla English, 1st place winner; Miss Betty Ann Bellartz, 3rd, and Harold Green, General Manager, Marlin Inn, San Diego, California.

PITCHES & PAINT

Promotions:

Astute, hard-headed Harold Green saw the hand-writing on the wall, early in the game. General Manager of San Diego, California's Marlin Inn hotel, he had on his hands, as late as a year ago, just another well-appointed hostelry, complete with coffee shop, cocktail lounge and clean, comfortable rooms. It was paying its way, but it wasn't a fabulous success. An ex-rancher and Jack-of-all Trades with a flair for showmanship, Green, three months ago, decided to do some branching, with an eye toward jazzed-up till-ringing. The Marlin Inn was to pay off, or else.

Embellishment:

Green's first move could have been little more well-advised; what the place needed more than anything else was a crackling promotional campaign, replete with ballyhoo; then some remodeling; then a program calling for the best food and liquor money could buy. His clientele, which meant both sports and commercial fishermen, had the greenbacks; all they needed was the inclination to spend them. In Betty Hackman, former interior designer and public relations figure from St. Louis, Missouri, whom he hired with *carte blanche*, he got the answer.

Boom:

Betty Hackman's initial operation was typical of public relationists here, there and everywhere. She gave orders that her private office was to be the first spit-and-polish job to get underway. After that came the cocktail lounge, complete with new pictures, colors, paint, and other atmospheric changes. The place began to boom; queries came in from as far away as Florida. What were the accommodations? the sports fishing possibilities? the service? These queries, Green's good-looking publicist answered with a deluge of carefully-worded, yet flamboyant publicity; later she backed it up with a local radio program, brightly composed advertising copy in sports and commercial fishing magazines, and a weekly column in a San Diego newspaper. But that wasn't all.

Body Beautiful:

Last month, with the sports fishing season drawing to a close, she put the icing on the cake of a more than successful season, at least in so far as Green's desire for till-tinkling was concerned. The Marlin Inn saw the Queen-crowning of the Yellowtail Fishing Derby, and plenty of feminine flesh was evident. The event got an excellent press; drew a crowd that saw raven-haired Miss Marla English walk off with top honors. The petite Queen would reign over the Derby Days, slated for September 9-10; appear on television and provide more material for Mlle. Hackman's dough-extracting blasts, and, when Mlle. H. had sapped that subject, she could start on Miss Hilda Bender, runner-up in the contest; and Miss Betty Ann Bellartz, third-place winner. Head judge was "Miss California," San Diego's Joan Durante, whose appearance didn't hurt the show *or* Green's till. If Green was happy with his expansion program, however, he didn't emphasize the fact. Next year, with 365 days of Marlin Inn promotions under her belt, his designer-publicist could be expected to jam the joint, he predicted.

Beauty Bevy

Joan Durante, San Diego's "Miss California," crowns Queen Marla after contest, while Miss Bellartz and Miss Bender, (extreme left and right, respectively), look on approvingly.

On Trial

Miss Bellartz goes through her paces before judges, who are, left to right, (seated) Robert Chadwick, Dudley Winn, Miss Durante, Chuck Harvey and Bert Eifer.

KILLER SHARK

Tragedy and Luck:

The crew of Liberty Fish and Oyster Company trawler thought little about the incident when first the killer was caught in waters off Galveston, Texas. A Tiger shark, the vicious beast was thrown overboard, after it had died. But two days later a wave of horror swept the entire area. Badly decomposed, the shark's body was once more discovered; this time with a human foot

sticking from its mouth. Despite the efforts of Galveston County and State officials, no identity of the victim had been established, as late as August 1. Estimated by the County Coroner to have been a man around 18, and about 66 inches in height, the body had been bitten off just below the arms. It was believed that the youth had been swallowed some two days before the shark was caught. Jack Baughman, Chief Biologist, (Marine) Texas Game, Fish & Oyster Commission, figured the monster had travelled approximately 5,000 miles before it was hooked; possibly had migrated from off the Florida Coast.

Escape:

Bob Bottini, 27, of Lemon Grove, Calif., was luckier. He was yanked overboard and bitten by a shark 50 miles off the coast of San Salvador; but not injured seriously. Capt. James Mellusi, of the fishing boat *Mary Barbara*, for which Bottini fished, reported the incident. Bottini had caught the shark on a line when he was pulled into the sea. The shark bit him on the leg but he fended off further attacks with a knife until rescued by shipmates. He was given a blood transfusion and taken to an El Salvador hospital for further treatment, then flown home.

FESTIVITIES

Dedication:

A two-day program, highlighted by dedication of the new half-million-dollar Los Angeles Municipal Wholesale Fish Markets at Berth 72, was arranged for the fourth annual Fisherman's Fiesta Sept. 23 and 24 in San Pedro. Fiesta Chairman Charles P. Donetti said that there also will be a street dance, coronation of a fiesta queen, parade of 100 decorated fishing boats and blessing of the fleet by Archbishop J. Francis A. McIntyre. The fiesta is sponsored annually by the San Pedro Junior Chamber of Commerce to publicize the fact that Los Angeles harbor is the largest commercial harbor in the nation. Last year's record crowd of some 75,000 people is expected to be exceeded this year, Donetti said, adding that civic leaders, service groups, church organizations and fraternal organizations are co-operating in the observance.

DISASTERS

Ships That Pass . . .

A series of disasters at sea and at anchor pointed up the dangers of a fisherman's everyday existence the past month:

The San Diego fishing schooner *Gloria M.* sank in 60 fathoms 30 miles southwest of San Diego, despite efforts of the Coast Guard to save her. She had been destroyed partially by fire. Capt. Avelino Machado, 46, and his sons, Avelino Jr., 18, and Manuel, 15, were taken aboard the fishing boat *Lady Margaret.*

In Birch Bay, Wash., the partly submerged and explosion-shattered gillnet boat *Aleutian* was found adrift with no one aboard. Reportedly a Canadian craft, she was towed to the Burke Packing Co. pier, at Point Roberts, Wash., by the gillnetter *New Mexico.*

Near Gearhart, Ore., Coast Guardsmen found the bodies of three persons, apparently a family, on the beach, not far from a beached gillnet fishing boat. The victims were a man, woman and boy. The latter was about 12 years old. There was no identification on the bodies, which were taken to the coroner's office at Astoria. Coast Guardsmen expressed belief the family had become lost in a fog while taking crabs, decided to stay aboard all night and probably was washed overboard by heavy swells. The boat, which was not named, had been registered last year to George Yamchenko, of Astoria.

The body of Frederick E. Radler, 43, floated up on a Vancouver, B. C., beach. His gas boat, the *Garbo* was picked up two hours later near the mouth of the Fraser River.

In Prince Rupert, B.C., harbor, Capt. William Ness and Raymond Anderson escaped with burns when the 52-foot *Gimuki II* was torn apart by explosions and sank. (*Continued on page 18*)

Closeup

Miss English receives trophy at end of ceremony from Miss Durante. Former will rule over Derby Days early in September.

Shipbuilding's BIG BOOM!

By SEYMOUR E. FRANCIS

Sparked by demands of San Diego, California's fast-growing tuna fleet, local shipyards are going all-out for newer, more modern equipment. The following deals with developments in the crack Martinolich organization. This is the first of a series.

ANTHONY Carl Martinolich's disconcerting refusal to rest on well-deserved laurels, a habit which has spawned and fertilized gray hairs without number on the harassed heads of rivals in the hard-knuckled shipbuilding yards of the West Coast, paid off this past month with three more feathers in an already-crowded cap.

Item *Uno*: Senior M., never one to close a dollar-making eye even on vacations, installed the nation's largest hydraulic propellor pitch bender in his San Diego yards.

Item *Dos*: Facilities at the yard will be doubled, to take care of new Navy contracts. Item *Tres*: Payroll will be quadrupled, which is to say that some 700 additional workers will be punching the timeclock when the expanded yard reaches full production, sometime in mid-November. Purchase and installation of the propellor pitch bender shows as well as any one development how Anthony C. rowells less alert gentry among the shipbuilders. The gadget weighs a mere 18 tons and its 250-pound hydraulic pressure can change the pitch of propellors as large as 11 feet in diameter as easily as a burlesque magician can tear a phone book in two.

Long known as a perfectionist in boat building, acquisition of the two-unit press is one more payoff to Martinolich's constant program of investigating, testing and putting into use every kind of device that will improve a boat owner's chances of turning a fast but honest dollar.

From a small, started-on-the-cuff yard in Tacoma, his insistence on Grade AA production at one time was practiced in four yards that serviced the fleet and the Navy. His story is in the traditional tot-to-tycoon pattern, which bemused Americans love to hear but which comparatively few of them ever follow.

IT'S a story that began with his completion of grade school, up in Tacoma, when his father, John A., told him to cast aside the textbooks on reading, writing and arithmetic and turn his attention to the more serious business of garnering money.

In passing, be it said that Anthony repeated the routine some ten years ago, when his son, John, walked into their home on Point Loma with his eighth grade diploma. "You're ready," he said in effect, "to go to work, and the sooner the better. So get started, tomorrow morning."

This Martinolich insistence on kicking the American fetish for high education smack in the teeth has resulted, all things considered, in a record of achievement that is the envy of other builders, and it has resulted, too, in a reputation that the clan Martinolich has some of the shrewdest and most capable personnel in the business.

Martinolich was born just after the turn of the century in Tacoma. His father, who in his years of knocking about had picked up a fair knowledge of mechanics, engineering, carpentry, boatbuilding and commercial fishing, gave him tools for toys. Thus, when young Anthony was in that state of development known as adolescence he already

Canto One

Martinolich worker, William Kilpatrick, prepares wheel for pitch bender by virtue of a thorough cleaning.

had a sound working knowledge of hammers, saws, drills and the other impedimenta of a craftsman.

Anthony treated a somewhat minor case of wanderlust during those years with a stint in the Navy, during which he garnered (1) the idea that there's a lot of water in the world, and (2) the middleweight boxing championship of the Asiatic Station. He returned to Tacoma in 1922, determined to try his hand at making money, a not uncommon pursuit even in these days of cold wars and hot battles.

BEING somewhat impatient, he was soon dissatisfied with the possibilities of commercial fishing, working as a craftsman in several Tacoma ship yards, or sundry other endeavors, and he cast a wary eye over the field, looking for an opening into which he could sink a taproot. He decided, eventually, to become a boat builder, despite the fact that Tacoma had become, by this time, world famed for its shipbuilding and was an area in which the competition, to say the least, was formidable.

Even Martinolich is unable to explain why he chose that particular area, and says in mild bewilderment: "Gosh, I don't know. I guess my vanity was at work."

Be that as it may, he started with a small operations and within two years was receiving plaudits from such conservative onlookers as the Tacoma Times which reported that much of the area's favorable reputation for good boats "grows out of the construction and workmanship of the numerous fleet units launched at the yards of the Martinolich Shipbuilding Corporation . . . "

After that modest inception, Martinolich went on to invade San Francisco (1939), Los Angeles (1941) and San Diego (1945). In recent months, he has centralized all operations in San Diego.

INSTALLATION of the new propellor pitch bender is in keeping with the Martinolich tradition of keeping out in front. As he points out, the installation means that boat owners can save one to two days in drydock when they want to check and change prop pitch, to say nothing of a monetary saving that results from eliminating freight costs to Los Angeles.

Comparable in price to other methods of pitch bending, the hydraulic system has advantages over the old hammer and tong method in that it pitches accurately according to predetermined computations, and, since it operates without application of heat, it does not destroy the molecular pattern as does heat treatment.

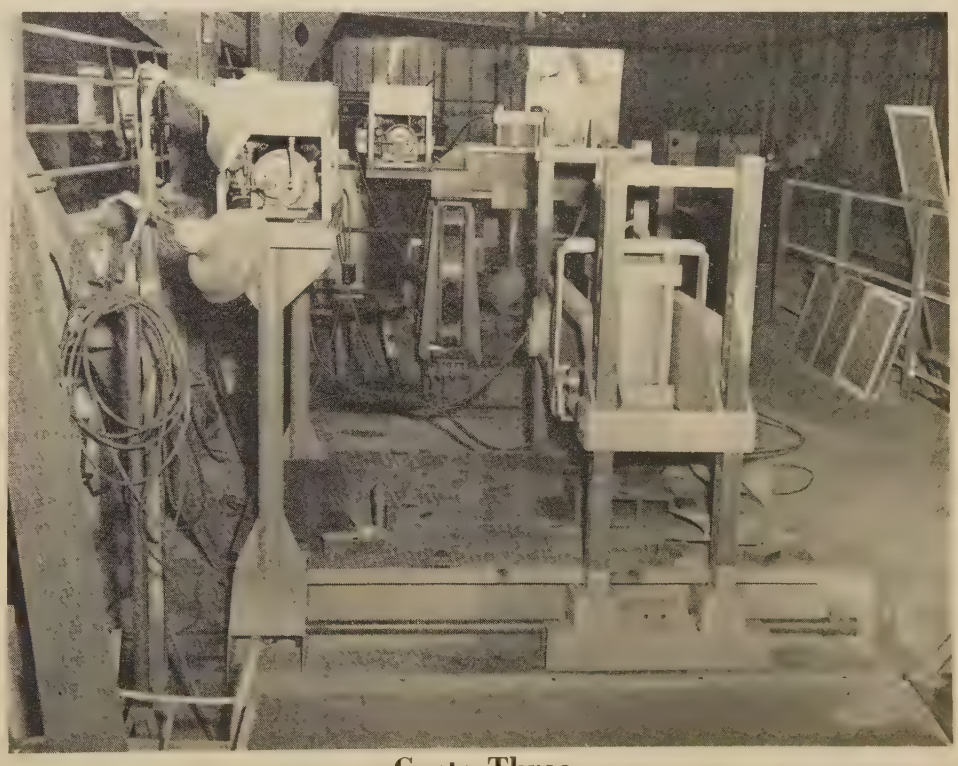
Martinolich got the press from George Wildt, a master mechanic of Miami, Florida, whom he met on a combined business-vacation trip to Miami recently. Built at a cost of $27,000, the press is one of only three in the country (the others, both smaller, are in Miami and New York).

Proper pitch has several advantages, for it reduces or eliminates cavitation, reduces vibration, cuts fuel consumption by assuring maximum "pull" and lessens possibility of excessive engine heating. Even new propellors often are as much as two inches out of pitch, and a full 80 per cent of vessels in service for

(*Continued on page 25*)

Canto Two

Next step, after sanding, involves block and tackle work, for transfer to pitch bender.



Canto Three

Wheel is placed in position for correct pitch measurements, after which it is placed in jaws of pitch bender. (Background).

EXPANSION

MARCH of the HEAVYWEIGHTS

By FRANK EVANS

Westgate-Sun Harbor's Expansion Program, Coupled with Earl Nielsen and William Robinson's New $750,000 Venture, Has Secured San Diego's Title to "Tuna Capitol of the World"

Earl M. Nielsen

TWO more heavy-duty rivets have been placed on the escutcheon proclaiming San Diego as the Tuna Capital of the world, apparently insuring the city an even greater edge in the booming tuna and fish by-product picture. First was the announcement by tuna-wise Earl Nielsen, one of the few links with the industry's pioneer days, of a new packing corporation which will start operations in a $750,000 plant on the site of the former Lynch Shipbuilding Corporation, at the foot of 28th Street in San Diego.

Second was the revelation by Westgate-Sun Harbor Co., giant among packers, that a $125,000 improvement and expansion program, nearly complete, will make it possible to salvage even more of the tuna "squeal" than at present. Nielsen, who for years worked under the High Seas banner, was named president and general manager of the new firm, tentatively titled California Tuna Packing Corporation. William Robinson, former production manager at High Seas and Nielsen's alter ego, is the vice president and general manager. Wayne Prickett will be plant manager, the same job he held with High Seas.

Nielsen's announcement of the new production facility hit the waterfront with the approximate impact of a king-size A-bomb. First came Nielsen's resignation as top man at High Seas, a resignation that was accompanied by the best wishes of Joseph J. Bogdanovich, president of French Sardine Co., Terminal Island, and of High Seas. Reporting that Donald P. Loker, Public and Labor Relations Director for French Sardine would take over Nielsen's responsibilities at High Seas, Bogdanovich added: "We regret the departure of Mr. Nielsen and at the same time wish him great success and prosperity in his new duties."

THE rumor department stated overtime shifts within hours after Nielsen cleared his desk at High Seas, but there were few solid facts until he got specific in his announcement. The new plant, which reportedly will pack for the Del Monte label, will have a monthly payroll of about $100,000, with employment divided between some 250 women and about 60 men. Daily pack may run as high as 175 tons.

Construction of the new plant already has begun on the 28th Street site, and the facility is expected to be ready for operation within eight months. The site, owned by National Tuna Clippers, Incorporated, includes 260,000 square feet of land. It is adjacent to the National Steel and Shipbuilding Corporation and the People's Packing Corporation.

Bringing to six the number of large canneries in the San Diego area, establishment of the new plant brought paeans of praise from harbor-smart John Bate, San Diego's Port Director. Said Bate:

"With this added capacity, we will have maximum operation of the tuna fleet throughout the season. I believe the plant will help to stabilize the labor market, and will provide more work for shipbuilders, ship repair yards, chandlers, and fleet service organizations." He added this afterthought: "The new plant will be of particular value during the albacore season, when this additional market will lure more boats from ports in Alaska, Washington and Oregon."

Nielsen had been top dog at High Seas since 1941, when French Sardine bought controlling interest from the Fishermen's Tuna Packing Co., and before that was in charge of the plant for the Hovden interests. One of the few men who bridged the years from the 1920's, Nielsen got into the tuna picture back in 1922, when he left the California Fish and Game Commission. He recently completed a modernization program at High Seas, which made that plant one of the world's most efficient. (A complete report on this was printed in last month's *Pan-American Fisherman*).

William Robinson, second in command at the new plant, also is rated as one of the top men in the business. He started with the old Neptune Sea Food Co., drawing down the not-too-munificent pay of 20 cents an hour as a can tester. He learned the business from the ground up, and, when the last war started, had worked himself up to be plant superintendent for the California Packing Corporation, which had a plant where Solar Aircraft is now.

THERE is little doubt among fleet followers that the new cannery, starting from scratch, will be one of the world's best. Both Nielsen and Robinson, to say nothing of Prickett, are heavyweights in the tuna production picture, as their tie-up with a nationally-known brand emphasizes. With their know-how, the new plant is expected to

(*Continued on page 25*)

Contrast

Miss Mary Contasti of San Diego, California, (left) and Mrs. A. W. Steel, also of the Border City, choose their fish from both canned stocks and frozen food locker. Extensive displays such as these, have become a by-word with American grocery buyers who are wise to the mounting demand for both packages of fish.

War of the Containers

By FRANK L. GRAHAM

Frozen fish has become a popular food with thousands of American families. Will it eventually weaken public acceptance of the canned variety? According to this survey—no.

TIME was, not so many years ago, when the housewife had her choice among fresh, canned or smoked fish. If it was fresh fish she preferred, she would, as a rule, have to go to a fish market and there she would find that her choice was limited strictly to local varieties. Smoked fish was little in demand except among peoples of Jewish, German or Scandinavian origin. Perhaps an occasional Englishman, who still believed a kipper or a bloater, with boiled potatoes, was the only civilized breakfast, would aid the sale of smoked fish infinitesimally.

Three decades ago, one did not find much canned tuna in stores nor was it in great demand. Canned fish largely was confined to salmon and sardines. It took a long and arduous course of educating the public before canned tuna —"the chicken of the sea"—came into its own. Of late years it has dominated the canned fish market. Its use in salads, sandwiches or creamed has become second nature to the housewife and a boon to those who do not like to smell up the house with cooking fish, or who prefer to keep cool while preparing a meal. Now what some may consider a new threat to the consumption of canned fish has reared its ugly head:

It is the deep freeze!

There, ready to hand and usually ready to go into the pan, the housewife finds a wide variety of fish, fresh as it came from the briny, ready for her. And it is not confined to fish from her own region alone. On the West Coast, one may buy with equal facility fish from New England, the Great Lakes or the Gulf of Mexico. In the south, one may get the Puget Sound varieties. On the East Coast, one may buy fish from the West Coast and in the midwest from almost anywhere that the finny denizens of the deep do their swimming.

Leading the frozen fish market is a hitherto little used variety unknown by name to most Americans. Until 1935, when it was caught, accidentally, by fishermen, they threw it back into the ocean. In 1949 its catch was larger than the more familiar haddock, cod or halibut and was bettered only by salmon and tuna. The new piscatorial favorite is the direct result of revolutionary changes in fish processing and packing and marketing. It is trimmed of all waste and ready for cooking, then frozen within a whoop and a holler from

(*Continued on page 26*)

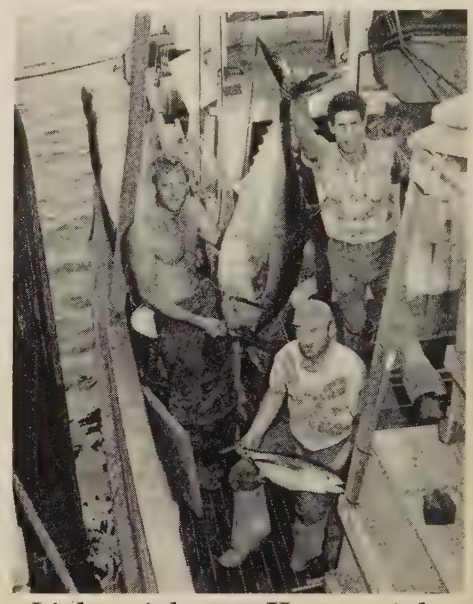
Pan-Americ

CATHERINA

Now there's a little sweetheart for you! She's a 38-footer, and a combination of jig and bait boat, and she'll hold about eight tons of fish. There's an interesting story behind the *Catherina.* Originally the sole property of Manuel and Paul Lino, she now is under lease to that fast-growing firm, Fishong Lures, Incorporated, whose president is that cowpuncher-forest ranger-fisherman-ship chandler, Carl Stockman. Here's the dope. Natives of San Francisco, the Lino boys come from a long line of shipbuilders. One day, while watching the big clippers unload up North, they got the idea of building a boat and going out for themselves. So, in a few months, up popped the *Catherina.* They sailed her down to San Diego, and from there to the open sea. But they didn't have much luck. In fact, the going was tough. Then, when things looked the blackest, they ran on to Stockman, and his side-kick, Harold Peterson. Both were veteran commercial fishermen, and it didn't take them long to put the Lino brothers on an even keel. Harold, as a matter-of-fact, got so enthused over the little craft that he decided to go out with the Linos as skipper, and so it came about. They got away, full of enthusiasm, late last month, and from the gleam in Harold's eye it was easy to see that he was plenty glad to be at sea again. Guess it's hard to keep an old sailor on land for any length of time. Incidentally, Manuel Lino, in addition to his shipbuilding, is quite an acrobat and weight-lifter. With those muscles he shouldn't have any trouble hauling aboard even the big fish. All the luck in the world, friends. Hope you come in with the *Catherina* loaded to the brisket. And while on the subject, Carl Stockman and Harold Peterson, our hat's off to you for giving a couple of swell young guys a break.

Mm.

Bob "Skee" Bandosz, cook on the *Barnadette,* gives Skipper Ernie Silva a look at the ham that's about to go in the pot.



Lightweight vs. Heavyweight

Bob Strobele and Tom Merritt (standing), steady a 150-pound tuna which they caught on a jig line. Chris Arsk, (sitting) holds a 10-pounder, also part of their catch last trip out. The boys fish from the *Jac-O-Bob.*

Anchors Away!

Paul Lino (left) Harold Peterson and Manuel Lino, shown a few moments before their take-off for Guadalupe. The *Catherina* is under lease to Fishong Lures, Incorporated, San Diego.

MERMAID

Ran on to Frank Hawkins, Assistant Engineer of the *Mermaid,* last week. Frank, who certainly belongs in our Nice Guy Department, had a rough go. The *Mermaid,* of course, is still at sea, but she had to do without Frank, who very nearly lost his life from botulism poisoning. You'd never know it to talk with him, however. As a matter-of-fact, he treats his sickness pretty lightly, we think, in view of its seriousness. Anyway, when he contracted the poisoning,

Greets the Fleet!

Unloading Time

Unloading at Van Camp's in San Diego last month were (left) Frank Fias and (right) John Gouveia. Manuel Santanta and Manuel Silva look on. Their boat's the *Picaroto*.

Father and Son

Skipper of the big *Mary S*, Manuel Souza and son, Frank, stop for a photo by *Pan-American* cameraman, George Eacobellis.

which, they say, is much worse than ptomaine, he passed out on deck, and woke up in a hospital somewhere down South. A few days later he was flown in to San Diego, and he says the roughest part of his trial was at the hands of a doctor down there. With a stomach sore as a boil, he says the medico insisted in punching him in the abdomen with his finger, despite the fact that it hurt like the devil. And nothing could convince the doc that, whenever he was punched thusly, he felt like doing a parabola. Glad to see you on your feet Frank, and certainly we're glad your recovering.

BENITA

Something behind this vessel, to be sure. She's a 125-tonner, and a "beaner." Talking to William Daly, Chief Engineer, is also plenty interesting. Bill has been fishing since 1935, and the first craft from which he fished was *Fisherman II*, formerly a yacht, before its conversion, belonging to the late Western novelist, Zane Grey. This deal has a curious twist to it. Grey, who once was a dentist and later the author of such books as *By The Light of Western Stars, Rainbow Trail, To The Last Man, The Lone Star Ranger* and others, was a descendant of Col. Ebenezer Zane, Commandant of Fort Henry in Ohio in Ohio in the Indian days, and an ardent sportsman. Some of it must have rubbed off on Grey, as his yacht, later *Fisherman II*, was a beautiful and well-equipped piece of marine designing. Bill Daly likes to recall the old days aboard *Fisherman II*. The craft was among the first fishing clippers to dry freeze fish, he says. And he speaks of the *Benita* as though she were a favorite child. Don't blame you, Bill. She's a pip. The *Benita* fishes for Van Camp.

NEW ENTERPRISE

Earl Moore, crew member of the *New Enterprise*, a four-man, 12-ton jig boat, can tell you what it means to "choose" a nine-foot, four-inch fighting swordfish. Eighty miles off Guadalupe Island, Earl snagged the "snooty" deep-sea denizen of the briny, and did he have a scrap on his hands! He fought the marlin for about fifteen minutes, and finally, with the aid of Wes Schlaak, he pulled the long-nosed champion alongside the boat and shot it with a .22 calibre rifle. Earl's hands were badly cut by the

—More story and pics on page 28

***Bernadette* Buckos**

Left to right (standing), Manuel Correia, John Correia and Peter Lindholm, navigator. Bottom row, left to right, George Teixeira, Joe Correia and Gilbert Xavier.

Sea-Going Fish Factory

(Here's a move that should interest all commercial fishing figures, whether they are engaged in the actually pulling of fish, or in the processing thereof. It's all about the latest floating fish factory, and we found it interesting.)

Conversion

Trawler *Oceanside*, now a Harris Floating Fish Factory.

IT is quite possible that the 150 ft. trawler *Oceanlife*, recently converted at a Boston shipyard, may revolutionize the world's methods of commercial fishing. It could prove to be the turning point from dwindling profits to more prosperity in the fishing industry. Conversion of the vessel was made from plans and specifications by Leonard B. Harris, A.I.N.A., Naval Architect and President of Harris Floating Fish Factory, Inc., 101 W. 81st St., New York City, who was commissioned by the owners to prepare the plans in accordance with the Harris patent No. 2,413,918.

The accompanying photograph shows the *Oceanlife* afloat, and the inboard profile and plan views shows the arrangement of the factory equipment as designed and which is located on an added tween-deck, with zero-cold storage space below. This general arrangement can be adapted to any suitable vessel having at least a 14 ft. clear depth of hold. The *Oceanlife*, due to its size, produces only frozen packaged fillets. But vessels 175 ft. or larger can be equipped with the complete Harris System to produce fillets and also fertilizer meal and fish oil—*at sea.*

Commercial fishing, like many other industries, has run into its share of changing conditions in recent years. In various waters some varieties of fish have forsaken their old feeding grounds to congregate in new locations. Depletion of many of the old nearby fishing grounds, and higher costs of operation have further complicated matters. It has become increasingly necessary to seek more fruitful fishing spots and to go on longer trips further out to sea. The ice problem which has always been a serious handicap in the fishing industry has also become more acute since the ordinary trawler takes to sea with many tons of ice and must return to port when the ice turns to water.

A HARRIS vessel goes to sea without this burden of ice, and can stay out indefinitely or until the holds are full. It can follow the fish fields and seasons; go where and when the fish can be caught, and provide its own refrigeration. This is important because elimination of the usual ice load makes available a substantial increase in tonnage space for payable cargo. Additional payable cargo space results from the pumping overboard at sea the 51% stickwater content of the processed fish, which also avoids the cost and expense of land-based stickwater evaporators and the customary complaints about their operation.

Quality is a point of prime importance in any food product, and especially so in the fishing industry. On a Harris vessel, within two hours after being caught the fish are filleted, frozen and packed with all their original freshness and high vitamin content intact until they reach the consumer, and when properly stored will retain this fresh goodness up to eleven months.

The complete Harris Floating Fish Factory sets a new, modern pattern in the catching and processing of fish. It is designed and engineered to prepare and freeze the edible fish immediately, and to process all the fish waste or gurry and non-edible fish for the extraction of oil and the production of dry, bagged fertilizer meal. Its equipment includes five main units, as follows: 1) Deck and Trawling Machinery, 2) Factory Machinery, 3) Refrigerating Equipment, in duplicate, 4) Fast Freezing Equipment, operating at –26°F or –32.3°C, 5) Fish Meal and Oil Processing Equipment. When wanted, two additional units can be furnished, namely: a) Liver Oil Processing Equipment, and b) Dehydrating Equipment for dried fish.

Important to the operator of a Harris vessel is the fact that all components of the five main units are made by long-established companies of top financial rating. Being mainly standard equipment the operator is assured of quick, trouble-free replacement of parts, if and when needed.

The arrangement of the vessel's five main units and the coordination of the operation of these units and their component parts for practical and profitable production *at sea*, which is quite different from land factory operation, is the result of seven years research and study by Mr. Harris in trawler design, shore factory equipment and procedure, and many consultations with the experts of the U. S. Fish and Wildlife Service, and with dozens of Atlantic Coast trawler owners and captains.

HANDLING of fish on a Harris vessel is practically all automatic, mainly by gravity means, from the landing of the fish on deck right through to the storage of the finished products. This avoids the usual damage from forking with its unsightly, unsanitary and wasteful fork holes. The many special designed and patented Harris items and features in the arrangement and operation of the ship differ considerably from corresponding items in a land factory. The difference was necessary to allow functioning regardless of the motion of the vessel. The hoppers, elevators, conveyors, cutting and packing tables are all designed so the fish, fillets, gurry, etc., will not get out of control during rough weather. One minor but important feature is the provision of window cleaner type belts to make workers se-

(*Continued on page 31*)

Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

MC

Judge John J. Brennan of San Diego. California, was Master-of-Ceremonies at Van Camp *soiree.*

Hal Green, owner of the Marlin Inn. certainly made a smart move when he hired *Betty Hackman* as public relations director. Betty has already redecorated most of the Inn's interior and has added personality plus to Hal's place. Betty has acquired the services of *Pat Kirkpatrick*, photographer, to take pictures of various guests and visitors of the Inn, and is placing them about the lobby and "Clipper Room." As Pat cannot work night and day, Betty has purchased one of those picture-in-a-minute land poloroid cameras from Tunafleet Movie Service, thereby getting many an interesting picture, and surprising guests with those little instant shots during Pat's absence. . . . The *Cabrillo Club* went to the dogs recently. They were guests of the *Tijuana Greyhound Club*. An excellent dinner and a very gay evening was enjoyed by all who attended. Some of the familiar faces we saw heading for the winners window were *Frank* and *Mary Perry*, *Les Perry*, *Arnold Mitchell*, *Manuel Monise*, *Matt Olivera*, *Tony Codina* and *John Amarol*. Then, on the other hand, we saw a few faces looking not too happy. *Jack Malley*, public relations director for the track has been very gracious in extending invitations to various organizations.

High Seas Tuna Packing Company's employees, skippers and fishermen will be honored Thursday night, September 14th. *Mrs. Don Loker*, wife of High Seas new General Manager will crown the handicap winner. . . . *Dr. Holdt*, head man of public health service has finally cleared the way for his officers to board at the Fort Rosecrans customs dock. All boats, whether in quarantine or not now clear at the new customs spot. Families are not allowed on the reservation. . . . Van Camp Sea Food Company gave their service pin award party recently in their new $100,000 warehouse at the foot of Crosby St. The honorable *John J. Brennan*, judge of municipal court was master of ceremonies, and the awards were made by *Mr. Gilbert C. Van Camp*, president, and *Mr. William H. Gillis*, vice-president and production manager. Guests included *Graydon Hoffman*, vice-president of Bank of America and president of San Diego's Chamber of Commerce, and *James Daroughty*, representative of F.T.A. Nearly 1000 people enjoyed the dancing and refreshments which followed the nearly 400 pin awards. . . . *Red Griffin* has perfected a mechanical net puller. Red has been working on this idea for ten years. It's being manufactured in San Diego and San Pedro. Looks like a good thing for both Griffin and the fishermen. . . . *Ginny Holliday* took the bait faster than an albacore during a recent party at Catalina. *Charlie Kauffman* bought a

(*Continued on page 32*)

Contest Winner

Phil Bertram (left) and Hap Holliday (right) deliver the goods. First prize on *Voice of Fisherman's* radio tuna recipe contest went to Mrs. C. A. Emery of San Diego. Miss Dorothy Harvey, Editor of *Pan-American Greets The Fleet!* page, made the awards.

Celebrants

Gilbert C. Van Camp, President of Van Camp Seafood Company, (left) and W. H. Gillis, Vice-President of firm, present William Hartley with 35-year pin. Event was in honor of Van Camp's new warehouse opening in Border City last month.

EBB'N FLOW

(*Continued from page 9*)

At Birch Bay, Wash., the *STL-433* was washed ashore. Lee Soong Tim, of Stevenson, Wash., previously had been rescued from her.

Two unidentified fishermen were saved when their boat capsized and sank off Vancouver Island.

The disabled 48-foot tuna clipper *Susan*, with three aboard, was taken in tow by the Coast Guard Cutter *Balsam*, 65 miles off Cape Arago, Ore.

LEGISLATION

Bill Received

The House of Representatives has received a Senate-approved bill giving effect to the International Convention for the Northwest Atlantic Fisheries signed in Washington, D.C., in February, 1949. The pact is designed to protect and perpetuate the Northwest Atlantic Fisheries. It was ratified last year by the Senate. The present measure provides for United States representation on an international commission and authorizes the secretary of the Interior to administer and enforce provisions of the convention.

LABOR

Pickets, Prices, Penalties

Three small canning plants of the Monterey Fish Products Co. agreed with the A.F.L. Cannery Workers' Union and Monterey boat owners on pay and prices. The company, not a member of the Fish Processors' Association, which represents most of the major Monterey canners, agreed with the union to a pay increase of 13 cents an hour across the board, raising minimums to $1.57 for men and $1.52 for women. They agreed with aboat owners on $35 a ton for sardines.

Monterey members of the processors' group were being picketed.

At Eureka, 10 fishing boats halted deliveries to A. Pauadini, Inc., as result of a price dispute. Ray Hamblock, president of the C.I.O. Fishermen's Union local, said the union wanted a ½-cent increase a pound for Dover sole, to conform to Oregon prices. There was no picketing.

At San Francisco, a federal grand jury indicted the Northern California Joint Council of International Fishermen and Allied Workers of America on charges of violating anti-trust laws. Also indicted were six union locals and seven officials.

PERSONALITIES

Harbor Group:

George A. Dew has been named president of the San Diego Harbor Association, succeeding F. F. Evenson, of American Products, Inc. Dew is an executive of National Steel & Shipbuilding Corp. Other new officers are Herb Styris, of Nuttall-Ctyris Co., vice president, and Bates Harper, of Van Camp Sea Food Co., secretary-treasurer. Other members of the executive committee are Harold Cary, of the American Tunaboat Association; George Campbell, of Campbell Machine Co.; Robert Golden, of Golden Construction Co.; Anthony Chiappe, of Lower California Fisheries Association, and Earl Nielsen, formerly General Manager, High Seas Tuna Packing Co. The Harbor Association, originated two years ago, cooperates with the Harbor Department and city officials in furthering port interests.

ALBACORE

In Fishing Spotlight

For the 1950 albacore season, San Diego canneries, to reduce operating costs, decided not to unload fishing craft on Sundays.

Meanwhile, albacore continued to shift around, the price went up, then down, then up again, boats reported good catches and everybody seemed basking in the prevailing prosperity.

About the middle of July, albacore in great numbers were reported in San

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BALBOA OLDSMOBILE
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The Story of Tuna Is the Story of Van Camp

Canning techniques, or more specifically the improvement of them, played an important role in development of the West Coast's fishing industry.

From the crude, hand-production methods in use in the infancy of tuna-packing, Van Camp Sea Food Co., Inc., progressed to the ultra-modern factory lines of today. Our development of the "guillotine" to automatically cut tuna into the correct lengths, our installation of efficient packing and sealing machines, and our innovation of sanitary, stainless steel tables were instrumental in creating a market for **Chicken of the Sea** and **White Star** brand tuna and thereby created a greater market for raw fish.

Van Camp Sea Food Co., Inc.
Foot of Crosby St.
SAN DIEGO, CALIF.

Diego waters, but the rascals suddenly disappeared and then turned up again off Cape Colnett, 120 miles south of San Diego. One weekend the albacore take was about 250 tons but 1700 tons of yellowfin and skipjack came into San Diego aboard the clippers *Sun Venus, Lou Jean, City of San Diego, West Point, Mary Jo, Monarch* and *St. George.*

The *Louise H.* and her three-man crew caught three tons of albacore in less than an hour, the catch bringing $1125 when unloaded at the High Seas Tuna Packing Co. dock in San Diego.

The clipper *Conte Bianco* brought 210 tons of yellowfin from La Union, San Salvador, to San Diego.

Later in the month, the clippers *Sun Traveler, Anna M., Courageous* and *Julia B.* checked in with full cargoes of yellowfin.

Astoria, Ore., fishermen brought in capacity loads of tuna at the turn of the month in what is hailed as the biggest tuna season ever for northern waters. The first albacore strikes in the north came the middle of July and catches were heavy. One boat alone brought in 17,000 pounds, earning $3187 for Skipper Fred Wolleson and his crew.

In the first week in July, albacore prices in San Diego dropped from $400 a ton to $350. But by Aug. 4 it was back up to $400, with industry spokesmen saying increased retail demands were responsible.

MISCELLANEOUS

Japan Rebuilding

Japan rapidly is rebuilding its fishing fleet, which, before World War II, was one of the largest in the world, Dr. Yoshio Hiyama, professor of fisheries at Tokyo University, stated on a visit to San Diego. He acknowledged Japanese exports to the United States are causing a serious therat to domestic tuna but said they represent a negligible percentage of Japan's total fish catch.

Japanese Mine Snagged

A Navy demolition team exploded a Japanese mine after removing it from the deck of the fishing boat *Harold A.* at Gray's Harbor, Wash. The mine was snagged in a net 16 miles southeast of Destruction Island, off the Washington coast. Capt. Walt Minor, of Astoria, Ore., said the mine was obscured by a netload of fish until dumped on the deck. The four-man crew abandoned the 73-foot vessel and a $2000 fish catch until the Coast Guard pulled the mine ashore in a sling for the Navy to explode.

(*Continued on next page*)

Milady

By DOROTHY HARVEY

FORMAL dedication of the world's most modern passenger-cargo marine terminal at Los Angeles harbor took place last month at berth 154, when the $2,750,000 city-owned first unit was assigned by the Harbor Department to the American President Lines, which operates a large fleet of vessels to more than 30 ports around the world. When an additional shed is constructed at berth 153 in 1950-51, the 8-acre passenger-cargo marine terminal will represent an investment by the Harbor Department of $4,300,000, according to Arthur Eldridge, Los Angeles Harbor general manager. Importance of the facility to world shipping during the present Far Eastern conflict is emphasized with the announcement of the harbor commissioners that 150,000 tons of cargo every 30 days and 5,000 troops every two hours can be handled through the new two-story terminal. A brief ceremony took place previously at the south end of the terminal, when the preferential assignment was officially signed by President George Killion of American President Lines, and Harbor Commission President, John Chadwick.

The first ship at the new facility was the American President Lines' flagship, *President Wilson.* Following the formal program, luncheon was served aboard the *President Wilson* for city, county and state officials and members of the Harbor Commission. Killion, president of American President Lines, commented as follows, during an inspection of the new facility.

"This magnificent new terminal facility is an indication of Los Angeles harbor's growing importance in the real of foreign and domestic commerce.

"It is particularly fitting that this facility be assigned for use by American President Lines, which operates a large fleet of fast, modern passenger and cargo liners to more than 30 ports in 17 countries throughout the world, thus linking this port area with direct shipping service to every major market around the globe.

"This ultra-modern terminal is also in keeping with the President Lines' postwar program of fleet expansion and modernization.

"Already building are three new 'round-the-world' luxury liners, with four more projected at a total cost of $75,000,000, all seven of which will call regularly at the port of Los Angeles. Mr. Killion went on to say that one of the principal assets of the new harbor installation "is its value to our system of national defense," adding:

"It is not enough to have fast, modern passenger liners like the Presidents' *Wilson, Polk, Jackson* class which can quickly be converted into troop transports capable of carrying from 2,500 to 6,000 troops each; we must also have modern, convenient terminals like the new berth 154, where troops and war material may be loaded quickly and efficiently in time of emergency." Edgar M. Wilson, APL vice president in charge of the Los Angeles area, said:

"I have been all over the world, and I am very certain there is not to be found a finer passenger and cargo harbor terminal anywhere.

"The new pier 154 at the port of Los Angeles has everything that could be desired in such a facility. It will save shippers time and money because it is so designed to speed up loading and unloading of trucks and railroad cars, and it will reduce claims through faster and cleaner turnouts of cargo.

"As for passengers, they will have all the modern conveniences now to be found in the more glamorous air and rail terminals. Reversible escalators and electric elevators will move passengers to palatial, hotel-like waiting rooms, decorated with etched-glass murals and finished with Philippine mahogany."

EBB'N FLOW

(*Continued from page 19*)

Inspection

Skipper Herbert Dickman testing newly-installed Radiomarine CR-103 small radar aboard *Peter Moran*.

New Ocean Mountain

Discovery of a 9468-foot mountain under the ocean, 280 miles west of Willapa Bay, Wash., is reported by the Fishery Research Vessel *John N. Cobb*. Heavy catches of red snapper were made over the area of the new sea mount, indicating a valuable new fishing grounds. The new peak is 132 feet below the surface.

EXPANSION

American Can:

The American Can Co., Wilmington, Calif., held ground-breaking ceremonies on its eighth California plant. Vice President C. W. Roberts said the plant will serve Terminal Island fish canneries, the citrus industry and other Southern California food packers. Scheduled for completion in 1951, the factory will turn out 350,000,000 containers a year.

PRODUCTS

Radiomarine:

As an example of the universal acceptance by the workboat industry of Radiomarine radar equipment, Admiral T. P. Wynkoop, USN (Ret.), president of Radiomarine Corporation of America, announced the installation of a Model CR-103 small radar unit aboard the *Peter Moran*, 212-ton harbor and seagoing tug of the Moran Towing and Transportation Co. fleet. Moran owns and operates the world's largest tug fleet. The *Peter Moran*, built in late 1941, is powered by a 1200-hp GM diesel-electric drive engine and reaches speeds up to 14 knots. In addition to Radiomarine radar, she is also equipped with a Model ET-8012D, 75-watt, 2-wav radiotelephone. Skipper Herbert Dickman, in a recent interview, gave conclusive proof of the efficiency of Radiomarine equipment "when the chips are down." In discussing some of his assignments, he recalled a recent very foggy day when he received a radio call from his dispatcher ordering him to proceed to the aid of another tug, which was towing dumpers off Sandy Hook, N. J.

Two of the three dumpers had broken away in the rough seas and were drifting in the ship lanes. Using their Radiomarine radiotelephone, they were at once able to communicate with the other tug and soon located her by means of their Radiomarine radar. In the subsequent search for the missing dumpers, one was discovered as it was being towed out of danger by the Coast Guard and the other was located more than seven miles away; both by means of radar! The entire tow was recovered and work resumed with but a few hours delay. Skipper Dickman had this to say about Radiomarine radar: "I've handled several different makes of wartime and commercial radar in my seagoing experience and none of them perform as well as this new Radiomarine Model CR-103 small radar. This unit does a swell job and I highly recommend it."

Dickman's statement was later corroborated by Joseph H. Moran II, vice president in charge of traffic for the Moran firm, who stated, "We, of Moran, are fully aware of the value and practicability of radar for our harbor and deep-sea operations. We have recently ordered two more Model CR-103 radar units to be installed in the *M. Moran* and the *Margot Moran*, and have additional installations under consideration." Moran's first Radiomarine radar installation was made two years ago, when the 1900-hp seagoing tug *Edmond J. Moran* was equipped with a Model CR-101 radar, forerunner of the current Model CR-101A large radar unit now being installed on workboats throughout the nation.

Enterprise E & M:

A new series of smaller, heavy-duty marine diesel engines has been announced by Enterprise Engine & Machinery Co. They are designated as the Enterprise M-series Diesels. Built in 3, 4 and 6 cylinder models with 8″ bore and 10″ stroke, these engines range from 68 to 240 HP at medium speeds of 450 to 750 RPM. All models are of the long proven 4-cycle design. The M-series extends the lower HP range limit of the Enterprise Diesel line from its previous range of 180 to 1755 HP and provides high economies of installation and operation for tugs, two-boats, fishing craft and pleasure boats. The result of more than four years research, engineering, plant and field testing, the M-series embodies all of the more advanced design, metallurgical and operational developments in the Diesel engine field. These are compact, rugged power plants, designed for continuous, heavy-duty service with a minimum maintenance requirement. Small space and light weight contribute to the outstanding versatility of these medium speed, high capacity engines. They are equipped with standard makes of reduction gears.

Enterprise M-series diesels are com-

(*Continued on page 22*)

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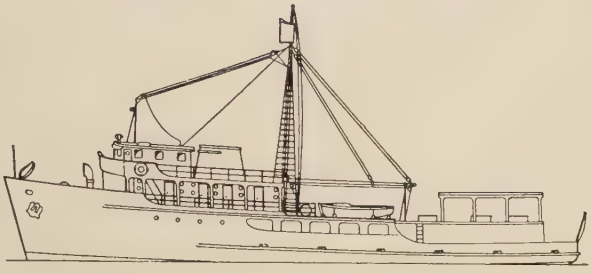

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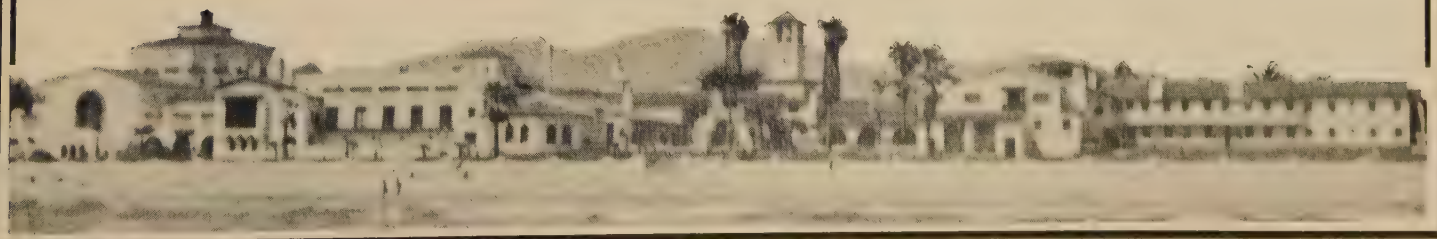

San Diego Observer

By SEYMOUR FRANCIS

OUR friend, Caterpillar Tractor Company, is really moving around. Announcement of the formation of Caterpillar Tractor Co. Ltd., a wholly owned British subsidiary, has been made by Louis B. Neumiller, president of Caterpillar Tractor Co., Peoria, Illinois. The new company will engage in the business of procuring, inspecting, storing and shipping British made genuine "Caterpillar" parts to the company's dealers in United Kingdom and other countries. Employment at the newly-formed English branch will approximate 125 people, most of whom will be drawn from the vicinity of the British plant.

It will be primarily concerned with the wholesale distribution of parts made by selected British manufacturers and sold through authorized "Caterpillar" dealers. Some of the administrative employees of the new company will, however, also have duties in connection with the foreign interests of Caterpillar Tractor Co., of Peoria, Illinois. The new activity in England has become necessary, according to Neumiller, because of the dollar shortages abroad, the devaluation of currencies, and the rising sales of spurious foreign-made parts. The new subsidiary will make it possible for owners of "Caterpillar" equipment in other countries to obtain genuine "Caterpillar" products at prices competitive with spurious parts of inferior quality.

"Caterpillar's" long-established policy of protecting its customers and providing owners of its machines a continuing and reliable source for parts demands that genuine "Caterpillar" parts be used to assure maintenance of the performance originally built into the machines, according to Neumiller. In the interest of providing customers with parts of quality commensurate with rigid "Caterpillar" specification, reliable British manufacturers will be selected to produce in finished form many high-volume, fast-moving parts to original "Caterpillar" specifications. Named to head the new English organization is Wallace J. Bornholdt, purchasing agent for Caterpillar, who will be managing director. He will be aided by Wayne H. Becker, parts control manager, who is to become merchandise manager of the subsidiary, and Wayne R. Thomson, planning staff engineer, selected to head up the technical and inspection department. Bornholdt and Becker, accompanied by their wives, have left Peoria to establish residences in England. Thomson, his wife, and his five-months-old daughter sailed from New York, July 19, for their new home in England.

Named directors of the new concern are Neumiller, W. Blackie, E. W. Jackson, J. Q. McDonald, W. J. Bornholdt, all from Caterpillar Tractor Co., and R. E. Fearnly-Whittingstall, member of the British firm of legal counsel serving the new company. W. Blackie and E. W. Jackson have been elected Chairman and Vice Chairman respectively of the Board of Directors of the subsidiary. Blackie and Jackson together with V. V. Grant, treasurer; F. Bovenschulte, manager pricing division, Merchandise Department, and D. M. Gilbert, manager of Caterpillar's parts depots are presently in England assisting in establishment of the new company and in getting its operation under way. Upon completion of their work they will return to Peoria, while Bornholdt, Becker, and Thomson will remain indefinitely in England.

Bornholdt joined Caterpillar Tractor Co. in May, 1928, after attending the University of Illinois, where he majored in chemistry. He became metallurgical laboratory supervisor and later a heat treat supervisor. After serving as chief metallurgist of the subsidiary Caterpillar Military Engine Company at Decatur, Illinois, during World War II, he returned to Peoria to become a purchasing agent.

EBB'N FLOW

(*Continued from page 20*)

pletely enclosed, while all accessories are conveniently mounted for easy accessibility and servicing. Removable inspection covers allow routine checks without loss of valuable operating time. Crankpin and main bearing dimensions are of generous proportions to insure long life, low maintenance. The controlled cooling system, with water directors in cylinder heads to distribute cool water to warm areas, provides for uniform temperature throughout the cylinder block and cylinder head. The Enterprise direct injection combustion system makes easy starting practicable under all temperature conditions. These engines operate efficiently on a wide variety of fuels including the less expensive heavy fuels. Extremely low fuel consumption assures low cost operation. They run smoothly, quietly, and with a clear, clean exhaust from no load idle to full load maximum speed. The new Enterprise Bulletin No. M-16, now available on request, fully describes and illustrates M-series marine diesel engines. Write: Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, California, for your copy, or contact your nearest Enterprise office for complete information.

Standard Electronics:

Standard Electronics Corporation, subsidiary of Claude Neon, Inc. has entered the marine radio telephone manufacturing field, with the production of four types of powerful marine radios, which will augment product-wise the company's activity in the AM, FM and television broadcast equipment industry, it was announced. The sets, which range in power from 12 to 80 watts and are designed to cover pleasure and commercial craft requirements, will be made available in a few weeks through the nation-wide facilities of Graybar Electric Company, which is distributing Standard's complete line of broadcast transmitter equipment formerly manufactured by Western Electric Company. The new Standard Electronics marine radio telephone sets are subjected to stringent quality tests, with particular emphasis placed on power, efficiency, compactness and style. Among the four marine radios to be marketed by Standard, is an extremely compact high-powered 12-watt unit at low cost for small boats and includes a standard broadcast band that can pick up all radio broadcasts available from shore. Another model, only 15 inches wide by nine inches deep, operating at 35 watts and having five channels, is considered the most efficiently designed marine radio

(*Continued on next page*)

telephone of comparable output yet developed.

The two larger units to be put on the market by Standard Electronics operate at 50 watts and 80 watts respectively, both having six transmitting and receiving channels. These more powerful sets provide adequate range on long trips and the six channels allow diversified harbor station coverage for larger pleasure boats and commercial craft. Featured on each of these units is a novel method of indicating the channel in use, by means of an illuminated lucite window. All the sets operate on low battery drain and feature complete high precision law-drift crystal control of each transmitting and receiving channel. In addition, the sets will be rustproofed to give long trouble-free life. These four Standard Electronics marine radio telephones constitute a natural development in the company's program to supply AM, FM and television broadcast transmitter equipment, as well as servicing and supplying replacement parts for all Western Electric broadcast transmitting equipment now in use throughout the United States. Standard Electronics is carrying out this correlated broadcast equipment production in Carlisle, Pa., where it has available complete modern manufacturing facilities with the most advanced types of test apparatus.

PERSONNEL

Robert J. Schoettler

Robert J. Schoettler, veteran commercial fisherman and World War II Navy Commander, has been appointed administrative assistant to the State Director of Fisheries, Alvin Anderson. A Seattle resident, the new executive aide has been associated with the fisheries since 1921, when he first purse seined in southeast Alaska. Last year he operated the troll-gill net boat, *Lester*, in the Washington salmon fishery. He built and managed the Baranof Hotel in Juneau from 1937 until called to duty in the U. S. Navy in 1941. He was awarded the Legion of Merit and the Bronze Star for outstanding performance of duty in the China theater while working behind the Japanese lines on reconnaissance. Released from active duty in the Navy in 1946, he remained in China and until 1949 engaged in coastal trade between Foochow and Shanghai, using motor-powered junks. He was appointed assistant to Governor Langlie in December, 1949, on a temporary basis, until the present assistant could be released from duties at the University of Washington.

Other fisheries staff changes announced by Anderson include the following: C. H. Ellis, supervisor of hatcheries, retains that position and the additional new duties of chief business assistant; Marshall Thayer, assistant supervisor of hatcheries, takes on the additional position of administrative supervisor of the Lower Columbia River rehabilitation program; C. F. Brittain, formerly superintendent of Green River Hatchery, becomes hatchery field supervisor, with Barney Johnson, formerly Skykomish superintendent, as his assistant. The Fisheries director said that greater efficiency in operation of the department has "definitely resulted from the reorganization move." Other division heads at present are John M. (Jack) Hurley, stream improvement; Norman Riddell, biological research; Ed Benn, patrol; J. C. Clausen, construction, and Bob Robison, statistics.

AID

Menus:

Products of the fishing industry will be featured twice in the newest advertising campaign inaugurated by Union Pacific Railroad — the advertisement of dining car menu specialties. The campaign, just started, will run one year in metropolitan daily newspapers and national magazines. A different dish, served in the company's dining cars, will be featured each month in the advertisements. March ads will be devoted to crab, the July ads to brook trout. The ads will appear in the dailies of Omaha, Kansas City, Denver, Salt Lake City, Los Angeles, Portland, Seattle, Tacoma and Spokane. Magazines on the ad schedule include *Saturday Evening Post*, *Sunset*, *Holiday*, *Colliers*, *National Geographic* and *Cosmopolitan*. All advertisements will feature illustrations of the menu specialty of the month with the magazine ads appearing in four colors. Recipes for items featured in the ads, or any other U.P. recipes, may be obtained free by writing Union Pacific Dining Car Department, Room 384, Omaha 2, Neb.

(*Continued on next page*)

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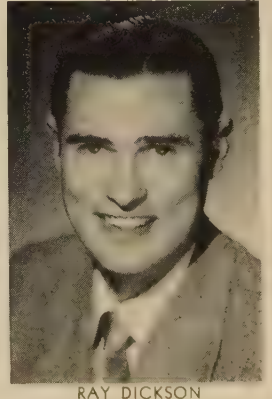

RAY DICKSON
General Sales Manager

RECORD

L. A. Harbor:

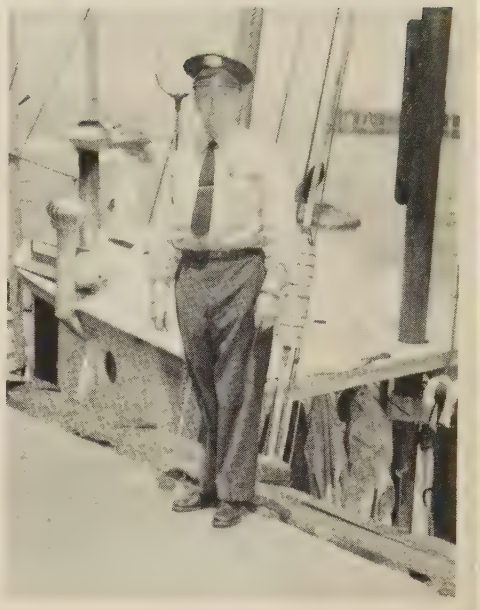
Los Angeles harbor for the first time in its history topped all Pacific coast ports during 1949 in every category of shipping operations, according to government figures just received by T. G. Maddox, port traffic manager. Bureau of Census figures for exports-imports by custom house districts showed Los Angeles harbor had a total export-import trade in dry cargo of 1,643,850 tons, exceeding her rivals, San Francisco by 107,050 tons and Long Beach harbor by 1,026,000. In total export-import tonnage the Los Angeles custom house district almost doubled the tonnage of the San Francisco custom house district, by handling 4,519,900 tons as against 2,899,200 tons. Los Angeles harbor was rated the No. 1 Pacific port in export-import, tanker and other operations, according to Maddox.

THE LAW

Patrol Haul:

Alvin Anderson, State Director of Fisheries, announced that his patrol division had secured convictions against two purse seine vessels for unlawfully operating before the opening of the sockeye salmon fishing season in July. Captain John Marincovich and the crew of the seiner *Cheryl Ann* of Everett, were fined a total of $688.00 and 400 sockeye salmon were confiscated. The fishermen were tried in the court of Justice of the Peace Smoots in Friday Harbor. The *Cheryl Ann* was apprehended at Iceberg Point two hours before the season opened. Captain-Inspector William Gufler of Fisheries Patrol Boat No. 2 was the arresting officer.

Captain Joe Belanich and crew of the seiner *Ethel*, were apprehended shortly before the season opened southwest of Point Roberts by the Fisheries Patrol Vessel *Governor Rogers*. The crew were fined a total of $972.00 in the court of Justice of the Peace Danielson in Blaine, with 18 salmon confiscated. Assistant Chief Inspector S. P. Phillips was in charge of the *Rogers*. The fisheries patrol plane cooperated with the patrol boats in both cases.



Retires

Archie Satterly, well-known government plant inspector, who retired after 38 years on West Coast. Photo shows him on last day in uniform on San Diego's *embarcadero*.

RUST STOPPED!

During August

ON THE TUNA CLIPPERS:

* SUN DIAL * SUN HILARITA

THREE SHRIMP TRAWLERS

Shrimp Trawlers were built by National Steel & Shipbuilding Corp.

* Note—Repeat orders for additional work.

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BIG BOOM!

(*Continued from page 11*)

any period of time show evidence of inefficiency.

"MANY vessels," Martinolich explains, "must have pitch adjustment because of the different size and shape of their hulls. Even though engine manufacturers specify a certain diameter in pitch of the propellor, a wooden hull, for instance, with wide stern post and without a fairwater, will develop different water conditions against the propellor blades than will a steel vessel. Therefore, pitch should be adjusted to the flow of this water so that the propellor will not cavitate.

"It's very easy to determine what a propellor needs by dry-docking a vessel, and checking before the wash-off. The amount of moss and barnacles on the prop blades from hub to tip show whether it's efficiently adjusted. When it's right, there are no barnacles on the blades. Our studies show that about 80 per cent of the propellors we inspect have seagrowth of one kind or another. This means that only about 20 per cent of the vessels inspected have been getting maximum efficiency from their propellors.

"Sometimes, just a slight change is needed to correct the pitch, and bring more economical and efficient operation."

Pitching a propellor with the new press involves a four-step procedure. First, the prop is placed on the pitchometer table for checking as to kinks, trueness of pitch on each blade and whether each "tracks" accurately. Next, the prop is placed in a straightening machine and all kinks are removed. Blades then are bent so they track true. After that, the wheel is placed in the hydraulic pitch bender, where the pitch is increased or decreased according to carefully computed factors for maximum efficiency.

This final adjustment is made by hydraulic pressure, and the wheel turns so slowly that movement is barely detectable. When the process is finished, each blade is true in pitch and track. Pointing out that there is a definite relation between rated horsepower and delivered horsepower, Martinolich says:

"Without exception, every propellor we have adjusted so far has resulted in giving the vessel more speed." Extra speed's a handy asset when the albacore are running.

Concerning the yard's expansion program, Martinolich said that hiring of the 700 additional workers, which will boost the payroll by some $210,000 a month, will start within 30 days. The Harbor Commission has approved leasing of 113,575 square feet of land, in addition to the present lease, and 117,000 square feet of added water rights.

The yard will get 250 more feet of harbor frontage, and already has begun construction of a 400-foot dock. Also contemplated are installation of a $5000 boring mill for propellors, liners and cylinders, and a large incinerator. Total cost for the expansion is estimated at $35,000.

IN addition to new construction, the yard expects an increase in repair work for the armed services. The development is not without its good side for San Diego taxpayers, too, for it will mean an additional $5000 a year to the Harbor Commission in rent, plus $150 a year for the water rights.

HEAVYWEIGHTS

(*Continued from page 12*)

rate as one of the industry's most efficient.

Westgate-Sun Harbor's continuous hunt for improved methods of salvaging what used to be waste has resulted in installation of three 2000-gallon evaporators to convert fish solubles into liquid animal food. In addition, two 150 hp Keeler water-tube boilers, to provide power needed by the raw fish-cooking department, the reduction plant and the new evaporators have been installed to augment the three present boilers.

The evaporators might be called the tuna industry's counterpart of the meat packers' gadgets that salvage everything but the pig's squeal; the three *Breast-O'-Chicken* units salvage fish solubles that otherwise would be dumped into the bay as waste.

The raw material is liquid pressed from fish by-products in the reduction plant or drained from fish in the first cooking process. That liquid first is sent to oil separators, where centrifugal force separates the oil used as paint base, and for other purposes. The remaining liquid is then sent to the evaporators, where it is heated by steam in three separate stages. Each heating leaves less water and more solid, and after the liquid has passed through the third separator it's about the thickness of molasses.

THIS is sold to feed mills which mix it with poultry feed. Eight tanks, each of which can hold 20,000 gallons of this molasses-thick "stick," are to be installed to store the product, and, when complete, will give the plant a storage capacity of 220,000 gallons. There are three such tanks at present.

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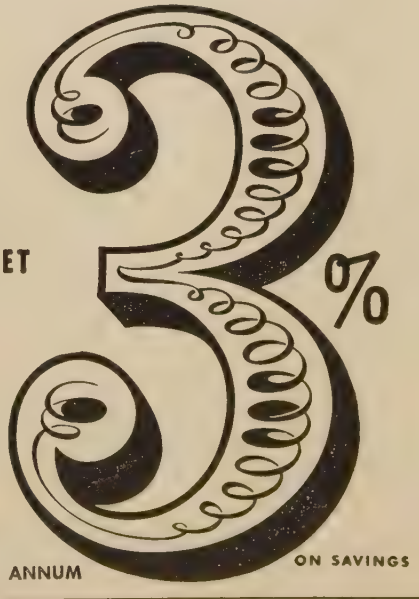

CURRENT RATE PER ANNUM ON SAVINGS

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WAR:

(*Continued from page 13*)

the New England ports where it is landed. It is sold in chain store groceries and stored in frozen food lockers across the country. It's real name is ocean perch, although it is known more familiarly to the men who catch it as redfish or rosefish. Few Americans, except those who catch and process it, ever see this fish intact. It usually is filleted and sold frozen. Broiled, pan fried, poached or baked for family meals, rosefish fillets thaw after their stay in the freezer to release sea-fresh flavor that is new to the taste buds of many inlanders.

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BUT remember, this is not the only variety the housewife can fish from the deep freezer at her neighborhood store. Columbia river smelt even have been seasonably available as have red snappers from down New Orleans way. All this ready availability and infinite variety of fresh frozen fish, however, does not worry our tuna packers.

In fact, the outlook for the continued rise in the use of canned tuna is better now than it ever has been. "We have never been too concerned about the possibility of frozen fish cutting in on the canned tuna market," says James B. Lane, vice president in charge of sales at Westgate-Sun Harbor Co.

"Most housewives use canned fish because it is easy to prepare and they will keep on using it for this reason. If a housewife wants something to cook and doesn't care if her kitchen, or even the rest of the house, gets smelled up, she will buy fresh or frozen fish.

"We do not consider it a competitor for tuna. We think, rather, that it competes with meat."

In July, canned tuna sales climbed to the highest level of recent years, creating a more pleasing picture for an industry already pleased with the way things have been going. Spokesmen for the industry say the increase in purchases extended all the way down the line from brokers to consumer. The expansion in sales was evident in all major markets and was distributed evenly across the nation. One of Southern California's largest tuna canneries states that its sales climbed nearly to the 50 percent mark since the outbreak of war in Korea. But, they reminded, tuna sales usually are at a seasonal high in July, so the war scarce probably does not account for all the rise. (A check of chain store sales would indicate there is no seasonal increase or decrease in the sale of canned tuna but this will be gone into later in the story.)

PRICES on all grades of tuna have been fairly stable in the first half of 1950, except for albacore, which went up to $400 a ton, then down, then up again. An official of a packing firm says increases in the retail price soon may be necessary. This increase, if it comes, would be because materials and supplies advanced swiftly upward in cost since the Korean fighting began.

Competition from abroad, of course, seems to be more of a cause of worry to leaders of the tuna industry than does the frozen fish menace. A large grocery store chain has sold frozen fish for the last two years, first being held up by the difficulty of getting equipment after World War II and then because it was not just certain whether the installation of frozen food lockers would pay. For this reason, a comparison of sales between fresh and frozen fish is available only for 1948, 1949 and part of 1950.

The year 1947, the year before frozen fish were sold by this chain, had showed an increase of about 28 percent in the sale of canned tuna over 1946. In 1949, after the freezers had been in use about a year, the gain was the same—28 percent. In 1950, the first-half gain was 20 percent over the first half of 1949 and is expected to show an over-all increase of more than 28 percent.

Quarterly reports show no increase or decrease seasonally in the sale of canned tuna, the chain store spokesman said. Using 41 as his base figure, that being the first quarter of 1948, he gave the following comparative sales figures.

1948, first quarter, 41.
1948, second quarter, 55.
1948, third quarter, 48.
1948, last quarter, 40.
1949, first quarter, 35.
1949, second quarter, 46.
1949, third quarter, 46.
1949, last quarter, 57.

These figures show no clear seasonal trend. In April, May and June of 1948, for example, the most canned tuna was sold but, in October, November and December, in 1949, more was sold than in the 1949 peak quarter.

MOST authorities agree that giving the housewife a larger variety of canned tunas to choose from has helped keep tuna sales up. Certainly, since she has been given a choice of solid pack, lump or grated, she finds certain of these varieties more convenient than others for the use she has in mind. Then, too, she can now choose between tuna packed in oil and that packed in lemon oil. Of course, man's ingenuity in thinking up varieties is bound to come to an end some time. But in the meanwhile, with aggressive advertising and continued high quality, tuna packers apparently have little to fear from the frozen fish industry.

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PAN-AMERICAN GREETS THE FLEET!

Commodore's Commodores

Left to right (top row) John Vattuone, Skipper; Tony Marques, Navigator; James Howell, Andrew Rimoldi, Andrew Petrich and Dominic Ramani. Left to right, (bottom row) Larry Alioto, Tony Rimaldi, John Zuanich, Pat Giammarinaro, and Bill Hubbard.

(*Continued from page 15*)

line, and he admits that he was sweating plenty before he could get in the *coup de grace*. The *New Enterprise* crew is composed of George Hansen and Bruce Russell, the skipper, in addition to Earl and Wes. They are from Long Beach, California, and a swell bunch of guys.

SUN TRAVELER

"Satisfaction" is the word to describe the facial expressions of Ralph McCabe and the crew of the *Sun Traveler* last month. The gleaming big clipper pulled into San Diego's embarcadero with a honey of a load. Ralph says a "friendly" *chubasco* came calling on the sleek, 265-ton craft at one stage of the trip, and the boys found themselves being squired, and not too gently, into Sihuatanejo Bay. Ralph says the weather was "unusual" this year, and, skipper, judging from what we have heard, there are plenty who will agree with you. Dampening an otherwise run of good luck, however, the *Sun Traveler* sustained the temporary loss of her cook, Ray Redburn. Ray injured his back while pulling a two-pole fish. He was flown home after being transferred to the *White Sea*. Ralph, to get off the subject of misfortunes and into incidentals, is a great shipboard movie fan. "The only drawback I can see in them," he says, "is when you can't find another movie-carrying clipper to trade films with." Viva la cinema! Charlie Knight of Tunafleet Movie Service, Salud!

COURAGEOUS

When we got down to the Hercules Oil Dock the other day, what should we see but the *Courageous* awaiting her turn to unload a golden harvest of fish. Well, that's to be expected from a top-flight skipper and fisherman like Manuel Luz. Manuel says he and the crew had some excitement on the trip. At one stage of the game, they discovered the *Gloria M* burning between San Diego and Todos Santos Island. The *Courageous* picked up the 38-foot jig boat's three crew members, and turned them over to the Coast Guard for transportation home. Good thing you were in the vicinity, Manuel. The *Courageous* was anchored in Acapulco, Mexico's delightful spa, for three days.

HEROIC

Harold Rowland, Assistant Engineer aboard the 200-ton clipper, *Heroic*, and another fisherman who belongs in the Nice Guy Department, has an idea which seems to us nothing short of sensible, to say nothing of humanitarian. Harold suggests that the boats give their excess food to orphanages. Of course many of them already do so, but Harold thinks that, if each and every clipper went in for this sort of charity, it would mean a great deal to these institutions. And speaking of successes, there's nothing wrong with the *Heroic*, especially this last trip. The vessel was out 42 days and came in with a fine load. It's skipper is that well-liked waterfronter, Ishmael Verissimo. The craft carries a crew of 13, and one of them, Radioman Louie Gomez is a sea-tale teller de-luxe!

(*Continued on page 30*)

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GREETS THE FLEET

(Continued from page 28)

Get him going sometime, and then tell us it ain't so!

VIRGINIA R

Lot of action aboard the *Virginia R* last month. Lot of events *off* the *Virginia R*. For one thing, Bud Hitchcock, Engineer, left for a little vacation with his wife and two little daughters. The Hitchcock's, so we hear, are expecting a third addition to their family group. The *Virginia R's* cook, Bob Bierly, tells us that the clipper was out last trip a total of 39 days, and came in with a good load. The vessel is skippered by Manuel Robiero; and she's a 248-tonner, spick and span, as our ol' grandpappy would say. John Marinkovich, we forgot to add while talking of Bud's vacation, will take the latter's place.

PARAMOUNT

That's skipper Joe Madruga's pride and joy, and no wonder. The craft, a 320-tonner, is what is known in Joe's book as a perfect operating ship. Joe says he never has any real trouble with the *Paramount*, and, looking her over when she was tied up at the Fisherman's Marine Corporation recently, we were convinced. She looks as sound as the day she came off the ways. Last trip, Joe tells us, was made in 43 days, and he anchored her in Manzanillo, Mexico, for three days. Manuel Luz, crewman, is relief skipper of the ship. He's a newlywed, and is building his own boat. Incidental Intelligence: The *Paramount's* got a speedboat called *Seven Sinners*.

SUN STREAK

The 87-ton *Sun Streak*, skippered by Larry Canepa and Engineered by Henry Dobbs, had a rough time with a *chubasco* last trip, but got away by pulling into Magdalena Bay. It was no fun, they told us, and Ben Steinshouer agreed with them. Ben's a crew member.

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"PACKED WITH THE WIGGLE IN IT'S TAIL

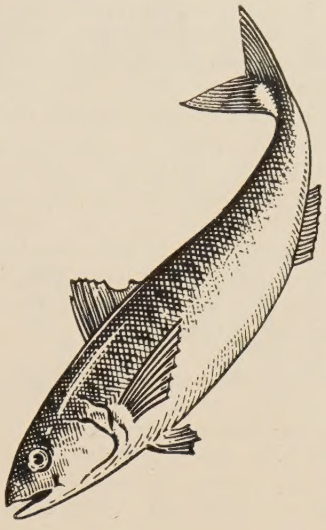
FISH FACTORY

(*Continued from page 16*)

cure at their table operations under ship-motion conditions.

The location of fish pens on the factory deck is an innovation in trawler design. Their purpose is to make it possible to fish and haul 24 hours a day, whereas the factory can probably get through with a 10 or 12 hour day, thus avoiding a double-shift expense for cutters, packers, etc. The fast freezers will carry on for 24 hours. Also provided at the rear of the hopper is a flap-gate which allows the fish, after gutting on deck, to be diverted either to the pens or to the factory scaling tables. The factory hands can draw on the pen fish during spells of light fishing, or on the voyage back to port.

The operating procedure on a Harris vessel is a marvel of engineering skill. When the trawler net is hauled aboard and dumped on the main deck the fish are sorted in the usual manner. The edible fish, after slitting and gutting, go down special chutes to the scaling and cutting tables on the tween-deck where they are filleted and passed on a conveyor through the brine washing tank. After washing, the fillets are weighed, placed on wrappers, put into 5 lb. packages which are loaded on trays and conveyed to the fast freezers. The fast freezers produce flat, well formed packages that fit easily into the 50 lb. cartons which pass by gravity down spiral chutes to the zero cold storage.



ON a fully equipped Harris vessel the non-edible whole fish such as different varieties of shark, the gurry from main deck gutting, and the heads and bones from the tween-deck cutting tables go by chute or conveyor to a prebreaker or disintegrator which reduces them to a macerated form, handling large, hard cod heads and other material regardless of toughness or size. This macerated material passes to a hopper which in turn feeds it to the digestor cooker by means of a variable speed, automatic screw conveyor that regulates the input of the material.

From the cooker the material is discharged into a press where the maximum amounts of oil and stickwater are extracted and passed through centrifugal separators from which the oil is pumped to the double-bottom fish oil storage tanks, and the stickwater pumped overboard. The pressed out residue passes through the discharge outlet of the press. if fluffed up to make it ready for drying and enters the dryer by means of an underfeed conveyor. After the meal is dry it is cooled and automatically delivered to the grinder from which it is bagged and sent to storage.

When the vessel reaches port the finished products can be discharged through unloading hatches through the tween and main decks for delivery to the market. The products require a minimum of wharf space and handling, and the vessel can unload at any port, using its ship-to-shore telephone to arrange for refrigerated trucks to meet her. Authorized sales agents for the Harris Floating Fish Factory is the Arnaud Corporation, 17 John St., New York 7, N. Y.

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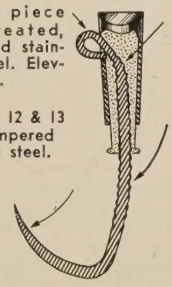

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PRESS-O-GRAMS

(*Continued from page 17*)

trick swollen finger, put it on his hand and walked into their cabin as if in great pain, stating that he had caught his hand in a door. Ginny, wishing to be helpful, immediately ran to the first aid station and returned with scissors, gauze and medications. When she rushed in the door with all this paraphernalia, it was just too much for the rest of the crowd, and they all burst out laughing, thus leaving Ginny feeling like someone who had been sent for, and couldn't get there. Better watch out Charlie, and don't cry "wolf" too often. Next time she's going to hand you a knife and tell you to cut it off.

Chick Rollins reports the bait receiver boys have really been having quite a time keeping enough bait on hand to supply both the sportfishers and albacore boys during the season. . . . *Mr.* and *Mrs. Jack Dowdle*, (Jack is owner of Swift Air Service), have some of the most beautiful 35 mm. color shots of Grand Canyon we have ever laid eyes on. . . . *Melvin Vargas* of the *Alphecca*, remained in port long enough to pass out cigars. His wife Eileen presented him with a 7 pound 2 ounce son, Michael Edward, on August. 5th. . . . *Eddie Gonsalves* of the *Santa Anita*, made a bee line for Mercy Hospital on arrival, to visit his wife Betty, and daughter Darlene, born August 3rd. . . . *Voice of the Fisherman* recipe contest, which was a huge success, ended last month. Almost 2000 recipes were received. There were so many excellent recipes that three winners were selected instead of one. First place winner was *Mrs. C. A. Emery*, 5151 Cape May Ave., Ocean Beach, who received a year's supply of San Diego packed tuna. *Mrs. Al Steele*, 2451 E Street, received a twelve can carton, and *Mrs. W. F. Loerke, Jr.*, of 1625 Linwood Street, received a six can carton. *Dorothy Harvey*, the woman's editor of *Pan-American Fisherman* magazine, made the presentations. . . . A good time was had by all at the recent Point Loma Business Association beach party. *Matt Monise* kept the party jumping with some of his famous stories. *Dew Varley* also did her share by supplying the music. Others present that we know by name were *Ginny Holliday*, who prepared most of the food, *Manuel Simas*, *Dick Pierce*, *Mrs. Matt Monise*, *Helen McGirr*, *Mr. and Mrs. Carl Nash*, *Mae Bertram*, *Alyce Rosa*, *Mr. and Mrs. Tom Hopkins*, and *Mr. and Mrs. Coco Bailey*.

Harold E. "Pop" Morgan and his *Chicken of the Sea*, were featured in San Diego Union's *Parade*. . . . The United States Coast Guard officers were guests of the tuna industry on their 160th anniversary at a luncheon held at Valle's restaurant, August 4th. Among those present were: *Victor Nigro*, *Anthony Chiappe*, *J. J. Camillo*, *Frank Currier*, *Jack Tarantino*, *Wade Ambrose*, *Janous Marks*, *Cdr. Larry L. Davis*, *Harold Cary*, *G. Frost*, *Lt.* (j.g.) *Henry G. Cassel*, *Lt. Comdr. R. Tuttle*, *Frank Frye*, *A. Brosio*, *Lt.* (j.g.) *L. Bridges*, *Lt.* (j.g.) *W. Donnay*, *Frank Felton*, *F. Evenson*, *D. Glass*, *Bates Harper*, *D. Loker*, *Lt.* (j.g.) *L. Flatt*, *Lt.* (j.g.) *J. Johansen*, *Bob Beamon*, *Manuel Simas*, *Louis Costa*, *John Cardosa*, *Cmdr. Donald MacDiarmid*, *John Bate*, *Kerneal Bernardini*, *Neil Morgan*, *Frank Bouno*, *Lt. Cmdr. W. Chapline* and *James B. Lane*. A gift of tuna was presented in honor of the occasion. . . . *Anton Despol*, of Trutanich and Despol Insurance Company, dropped into town for business reasons.

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THESE terms mean little, unless practiced and properly applied by either a business or an individual. Yet their correct usage can mean the difference between security and financial loss. Surely every successful firm strives for Integrity, for in that way Stability is automatically established. Purpose? To the Cutri group, Purpose means a number of things — including Service. And, included in this Service is what we like to call "errand-running." Translations? We can help you. Problem consultation? Come in, we shall be glad to sit down with you and talk it over. That's a part of our Purpose in being in business. There is no charge, and, if we can aid you in determining your property values, policy conditions, and the local financial picture, we shall be accomplishing what we set out to do. Surely the Cutri organization is not the only insurance group that places such emphasis on Integrity, Stability, Purpose. But we are proud to be among them.

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